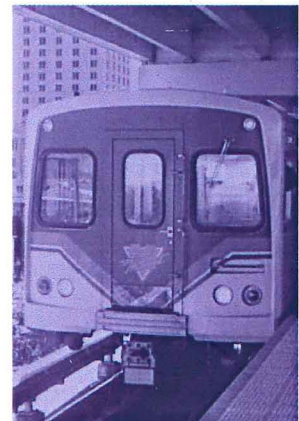
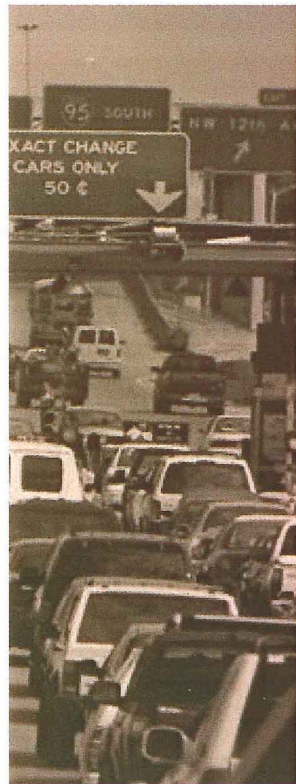




# Miami-Dade Transportation Plan (to the Year 2030)

## Air Quality Conformity Determination Summary



October, 2004 Final Draft

**AIR QUALITY CONFORMITY DETERMINATION REPORT  
(CDR)**

**FOR THE LONG RANGE TRANSPORTATION PLAN  
(LRTP) UPDATE TO THE YEAR 2030**

**AND**

**RE-DETERMINATION FOR THE 2005-2009  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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## CONFORMITY REQUIREMENTS

<b>Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area</b>		
ITEM NO.	Requirement	Page Number
1	A copy of the MPO's finding of conformity on the transportation plan is included	4
2	An emissions reduction summary table such as Appendix 8 of this procedure is included	4
3	The report demonstrates that the implementation of the transportation plan will contribute to annual emission reductions when compared to the 1990 base year network, and that the same is true for each analysis or horizon year. The horizon years were selected by the MPO through the Consultation Process.	4
4	The report documents that the transportation plan is in conformance with the SIP, the CAA, and the transportation conformity regulation, the metropolitan planning regulation, and other applicable and state requirements.	4
5	The report states that the transportation plan is financially constrained.	4
6	The dates the MPO's Technical and Citizens' Advisory Committees (TAC and CAC, respectively) reviewed the conformity finding, and the date the MPO adopted the transportation plan and its Conformity Determination Report, are indicated.	5
7	The MPO has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106	5
8	The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emissions budgets for the MPO shown in the approved maintenance plan; emissions for each horizon year are less than the 1990 base year inventory by any non-zero amount.	5
9	The date the area was re-designated to attainment by EPA is shown.	6
10	The transportation plan conforms to the purpose of the SIP by eliminating or reducing the severity and number of violations of NAAQS and achieving expeditious implementation of such standards.	6
11	Page numbers in the transportation plan where financially funded Transportation Control Measure (TCM)-type strategies, programs, and projects, including CMAQ projects, as applicable, are identified	6
12	The dates that FHWA/FTA made finding of conformity on the previous TIP and the TIP was approved by the Secretary of FDOT as shown.	7
13	The report identifies significant issues raised verbally or in writing at,	7

<b>Name of MPO:</b>	<b>Metropolitan Planning Organization for the Miami Urbanized Area</b>
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ITEM NO.	Requirement	Page Number
13	or subsequent to, the TAC meeting by state or local air quality agencies, and how the MPO addressed such concerns; or, the report states that no significant comments were received.	7
14	Relevant interagency and/or interlocal agreements necessary to implement the conformity process are documented, and the parties to the agreements and the dates executed are cited.	7
15	The MPO has documented how data collection, analysis, and development of the transportation plan was coordinated with the other MPOs in the same airshed (if applicable), and how the interagency consultation process was implemented to ensure consistency between emissions and conformity analyses.	7
16	The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.	8
17	The long-range plan describes the future transportation system specifically enough to allow a determination of conformity.	8
18	The public involvement process is fully documented. If documented in the transportation plan rather than the plan's Conformity Determination Report, indicate the page number.	8
19	The MPO consulted with FDOT, FDEP, the local air quality program, transit providers, and local transportation agencies before adopting the transportation plan Conformity Determination Report. The date the public comment period began and the date the draft plan and CDR were provided to the public and agencies for review indicated.	8
20	The CDR documents whether significant changes were made in the conformity analysis after TAC review, indicates the purpose of the changes, the agencies consulted, the consultation process undertaken, and the outcome.	8
21	The report includes the MPO's written response to all significant (non-editorial) concerns of the state and local air quality agencies, whether such concerns were stated verbally or in writing.	9
22	The CDR explains how models to be used in the regional emissions analysis were evaluated and selected by the MPO through the consultation process.	9
23	If applicable, the MPO has documented that minor arterials and other transportation projects were determined through the consultation process to be regionally significant, and therefore subject to conformity analysis.	9
24	Projects identified through the consultation process that underwent a	9

<b>Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area</b>
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ITEM NO.	Requirement	Page Number
	significant change in design concept and scope from the previous conforming transportation plan	
25	The CDR documents methodology and emissions reductions resulting from TCMs and TSMs in the plan; the CDR documents whether certain exempt projects were evaluated to determine if they should be treated as non-exempt because of potential adverse impacts on air quality, if applicable.	9
26	The CDR documents that all parties to the consultation process were notified by the MPO when revisions or amendments to the transportation plan and TIP added or deleted exempt projects, and the dates of such notification, as applicable.	9
27	The CDR documents that the EPA-approved emissions model was used, coordinated with FSUTMS and EMIS, and the use of other models was coordinated with FDOT, FHWA, DEP, and other parties	10
28	The sources of the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion are documented.	10
29	The assumptions made about transit services and increases in transit fares, and road and bridge tolls over time are indicated.	11
30	All projects for each of the transportation plan's horizon years (including exempt projects) are listed, and the WPI numbers are indicated	11
31	The report explains (as applicable) how the travel demand model VMT used as the basis for the 1999 base year emissions inventory has been adjusted to HPMS VMT and shows the results of the analysis.	11
32	Copies of the input files for the MOBILE model and the EMIS output files are included.	12
33	Projects exempt from the regional emissions analysis are highlighted in the project listings, or shown on a separate table.	12
34	Projects that have not completed a major step as defined in 40 CFR §51.394(c) are highlighted in the project listings, or shown on a separate table.	12
35	Off-model methodologies used to estimate emissions reductions from projects and programs not reflected in the transportation model are fully documented and each project or program is fully described.	12
36	The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice.	13

## EXECUTIVE SUMMARY

This report documents the *conformity determination* of the Year 2030 Miami-Dade County Long Range Transportation Plan (LRTP) and the *conformity redetermination* for the FY 2005-2009 Transportation Improvement Program (TIP), a subset of the Year 2030 LRTP, in fulfillment of the requirements of the 1990 Federal Clean Air Act Amendments. This Conformity Determination Report (CDR) documents that implementation of projects listed in Appendix C, the Minimum Revenue Plan Project List, will contribute to emissions reductions compared to the emissions from the 1990 Base Year network in the analysis years of:

- Year 2005 Priority 1 “Minimum Revenue,” also the FY 2005-2009 TIP;
- Year 2015 Priority 2 “Minimum Revenue;”
- Year 2025 Priority 3 “Minimum Revenue;” and
- Year 2030 Priority 4 “Minimum Revenue.”

This report also establishes the following:

- The TIP is a subset of the Year 2030 Long Range Transportation Plan.
- The LRTP is consistent with 23 CFR Part 450, Subpart C in that it is financially constrained.
- The contents of the LRTP meet the requirements of 40 CFR 93.106 governing the required content of transportation plans.
- The emissions from the implementation of the LRTP are consistent with the motor vehicle emissions budgets for the MPO as shown in the approved maintenance plan.
- The 2030 LRTP conforms to the purpose of the State Implementation Plan (SIP) by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS) and achieving expeditious implementation of such standards.
- During the Maintenance Period, the emissions from the implementation of the LRTP are consistent with the motor vehicle emission budgets in the approved maintenance plan (51.428 and 51.430).
- Both the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, air quality conformity determination are anticipated to be locally approved by the Miami Dade Metropolitan Planning Organization (MPO) Governing Board on November 18, 2004.
- The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP’s approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

Projected emissions were calculated using the travel demand model and Mobile6. The results of the air quality conformity analysis are summarized in Table 1 below:



**Table 1. Miami-Dade County VOC and NOx Emissions**

Model Year	Model Alternative	Population	Employment	VOC (Tons per day)	VOC Budget (Tons Per day)	NOx (Tons Per day)	NOx Budget (Tons Per day)
2005	Interim Cost Feasible	2,316,900	1,283,800	63.75	74.60	108.94	127.50
2015	Interim Cost Feasible	2,721,700	1,425,400	35.05	74.60	45.03	127.50
2025	Interim Cost Feasible	3,006,700	1,535,300	27.11	74.60	26.26	127.50
2030	Interim Cost Feasible	3,149,300	1,590,200	28.29	74.60	24.28	127.50



## **1.0 INTRODUCTION**

The Miami-Dade Long Range Transportation Plan must conform to the provisions of the Clean Air Act Amendment (CAAA) of 1990 in addition to being financially feasible. The United States Environmental Protection Agency (USEPA) designated Miami-Dade County as a moderate non-attainment area for national ozone standards. In 1995 the USEPA re-designated Miami-Dade County to attainment status, which means that for a twenty-year period, Miami-Dade County must demonstrate conformity to the maintenance plan through its Long Range Transportation Plan and Transportation Improvement Plan.

Effective in June, 2004, the EPA transitioned to the 8-hour ozone and fine particulate matter (PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS) for transportation conformity. The new standard is based on averaging air quality measurements over 8-hour blocks of time for a three year periods, instead of the 1-hour time period mandated by the previous standard. The 8-hour standard is more representative of conditions occurring over a long-term exposure. As a maintenance area under the 1-hour rule, Miami-Dade County is subject to conformity for a statutory one-year grace period after being re-designated as attainment by the new standards (June, 2005 the end of the one-year period). The Air Quality analysis for the 2030 Plan is based on the new 8-hour NAAQS.

The highway and transit projects included in the air quality analysis are listed by priority in the LRTP Summary Document and will be listed by conformity horizon year (open-to-traffic year) in the final CDR. Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the emission program (EMIS) are to be converted by a factor in order to be consistent with the 2000 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 2000 HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000, adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS (file used by the Florida Standard Urban Transportation Model Structure software which define Miami-Dade County specific model parameters).

## **2.0 CONFORMITY REQUIREMENTS**

The Florida Department of Transportation (FDOT) has outlined thirty-six items to be addressed by this conformity determination report in order to fulfill the requirements of the Clean Air Act Amendments of 1990. This section provides a detailed response to each of the thirty-six items identified in the *District Review of Conformity Determinations* (Topic 525-010-014-g).\*

### **Item 1**

The MPO certifies that the Year 2030 Long Range Transportation Plan and its subset, the FY 2005-2009 TIP, meet the criteria for air quality as set forth in the Clean Air Act Amendments of 1990.

### **Item 2**

Emissions Reduction Summary Tables are included herein on page 4.

To illustrate the conformity determination, a brief synopsis of results are presented on page 4 for the Emission Budget Test and the Conformity of the Year 2030 Long Range Transportation Plan and its subset, the FY 2005-2009 TIP.

### **Item 3**

This conformity determination documents that implementation of the projects listed in the Miami-Dade County Year 2030 LRTP and its subset, the FY 2005-2009 TIP, will contribute to emissions reductions when compared to the 2000 base year network, and that the same is true for each analysis or horizon year. The entire Southeast Florida airshed (Miami-Dade, Broward and Palm Beach Counties) has used 2000 as a common base year for coordination purposes. The horizon years were selected by the MPO through the consultation process while following all applicable state and federal guidelines.

### **Item 4**

Furthermore, this report documents that the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, are in conformance with the emissions budgets contained in the State Implementation Plan (SIP), the metropolitan planning regulation, and the requirements of the Clean Air Act Amendments (CAAA) of 1990.

### **Item 5**

The Plan is consistent with 23 CFR Part 450, Subpart C in that it is financially constrained. Further detailed discussion of the financial constraints is offered in the Year 2030 LRTP document.

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\* Florida Department of Transportation, Office of Policy Planning (July 9, 1998) *District Review of Conformity Determinations*, FDOT: Tallahassee, FL (525-010-014-g).

## **Item 6**

The dates the MPO's Technical and Citizens' Advisory Committees (TPTAC and CAC, respectively) reviewed the conformity finding, and the date the MPO adopted the transportation plan and its Conformity Determination Report, are indicated below.

The Transportation Planning Council (TPC) membership includes the directors and representatives from: the transit operator (MDT), the Florida Department of Environmental Protection (FDEP), the Miami-Dade County Department of Environmental Resources Management (DERM), the Florida Department of Transportation (FDOT) District 6, the Florida Turnpike Enterprise, the Miami-Dade Expressway Authority (MDX), the Miami-Dade County Public Schools, and Miami-Dade County Departments of Public Works, Aviation, Seaport, Information Technology (ITD), and South Florida Regional Transportation Authority (SFRTA); plus, representatives from the most populous cities in the county (Miami, Hialeah, Miami Beach, North Miami, Miami Gardens) and the Dade League of Cities representing citizens from all municipalities.

The TPC was presented with preliminary Year 2030 LRTP documentation at its September 20, 2004 and October 12, 2004 meeting. At the November 8, 2004 meeting, the TPC is expected to approve the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, by Resolution # - .

The Citizens Transportation Advisory Committee (CTAC) advises the MPO Governing Board and the Board of County Commissioners on achieving quality transportation facilities and programs for the citizens of Miami-Dade County. CTAC participated in the review and development of the Year 2030 LRTP starting at its March 23, 2004 meeting. CTAC hosted a series of public meetings with the Miami-Dade citizenry for the development of the 2030 LRTP as follows: July 20<sup>th</sup> (North and Northwest areas) – July 21<sup>st</sup> (Beach/CBD and West areas) – July 22<sup>nd</sup> (Central and South Areas), July 26<sup>th</sup> (Joseph Caleb Center).

## **Item 7**

The contents of the transportation plan meet the requirements of 40 CFR 93.106 governing the required content of transportation plans.

## **Item 8**

The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emission budgets for the MPO as shown in the approved maintenance plan; emissions for each horizon year are less than the 1990 base year inventory by any non-zero amount. No goals, directives or recommendations contained within the adopted Year 2030 Long Range Transportation Plan will be in conflict with the goals and intent of the SIP. The Year 2030 LRTP will conform to the purpose of the SIP by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS). Projects in the Year 2030 LRTP will contribute to the expeditious

implementation of the NAAQS and will not cause or contribute to any new violation of any standard, increase the frequency or severity of any existing violations of any standards, or delay the timely attainment of any standards or any required interim emission reductions or other milestones in the area.

### **Item 9**

Effective June 25, 1995, the U.S. Environmental Protection Agency (USEPA) redesignated the Southeast Florida Airshed (made up of Miami-Dade, Broward and Palm Beach Counties) from moderate non-attainment for the pollutant ozone to attainment status. The Florida Department of Environmental Protection (FDEP) submitted the redesignation request and maintenance plan for the Southeast Florida Airshed on November 8, 1993, as an amendment to the SIP. On December 20, 2002, the Florida Department of Environmental Protection (FDEP) submitted revisions to the State Implementation Plan (SIP) to the USEPA. The USEPA issued a final rule effective April 13, 2004, approving the revisions. The adjusted emissions budgets in the SIP for Miami-Dade are the caps used here to demonstrate conformity of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, with the requirements of the CAAA.

### **Item 10**

The Year 2030 LRTP and its subset, the FY 2005-2009 TIP, will conform to the purpose of the SIP by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS) and achieving expeditious implementation of such standards. Emissions resulting from the implementation of the Year 2030 Long Range Transportation Plan were compared to the emission budgets established by the redesignation request maintenance plan. Implementation of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, is estimated to result in emissions which fall below the emissions budget set for the analysis years of 2005, 2015, 2025, and 2030. During the Maintenance Period, the emissions expected from the implementation of the long-range plan are consistent with the motor vehicle emission budgets in the approved maintenance plan (51.428 and 51.430).

### **Item 11**

Even though there are no required Transportation Control Measures (TCMs) in the Florida SIP, voluntary TCM strategies are recommended. No off-model air quality emission benefits have been used as part of this Air Quality Conformity Determination Report. No off-model emission benefits are claimed as part of this report.

While no CMAQ projects are TCMs, the long-range plan identified some TCM-type strategies, programs or projects. These TCMs are intended to reduce single occupant vehicles (SOV), reduce traffic congestion and increase transit usage and the use of high occupancy vehicles (HOVs). Existing TCM activities include: Metrobus (72 routes), Metrorail (21 miles), Metromover (1.9 miles), Park-and-Ride and HOV Parking Lots, Exclusive Bus and Carpool Lanes, Miami-Dade Traffic Control System, Bikeways, Transportation System Management (TSM), Intelligent Transportation System (ITS), Incident Management, and Transportation Demand Management Activities (TDM).

## **Item 12**

Federal Conformity findings on the FY 2005-2009 TIP and re-determination of conformity of the Year 2025 LRTP Conformity (previous Plan), by FHWA/FTA were approved September 2004.

The US Environmental Protection Agency (USEPA) recommended to FWHA/FTA approval of the Miami-Dade County's program on letter dated August 11, 2004. Florida's Secretary of Transportation, on letter dated August 31, 2004, submitted the State TIP to FHWA for review and approval. These letters will be included in the final CDR report.

## **Item 13**

FDOT District 6 and FHWA Florida Division Office provided comments and input which have been incorporated to this report. No other significant concerns were received by the MPO from outside parties, state or local air quality agencies.

## **Item 14**

Relevant interagency and/or interlocal agreements necessary to implement the conformity process and the parties to the agreements and the dates executed are cited as follows:

### Memorandum of Agreement (MOA)

At its June 2, 1998 meeting, the MPO Governing Board passed Resolution # 13-98 approving an amendment to the MOA. The County Manager executed the MOA by signing, on behalf on the MPO, the local air agency (DERM) and the local transit operator (MDT), on June 6, 1998. Previously, the Metropolitan Planning Organization for the Miami Urbanized Area had approved, on September 22, 1994, a Memorandum of Agreement (MOA) implementing the conformity criteria and consultation procedures revision to the Florida State Implementation Plan (SIP) pursuant to the Clean Air Act Amendments of 1990. This MOA was amended to reflect revisions published by the United States Environmental Protection Agency (EPA) on November 15, 1995. The MPO Governing Board approved the proposed amendment by MPO Resolution #46-96 of July 11, 1996.

## **Item 15**

Data collection, analysis, and development of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, was coordinated with the other MPOs in the same airshed, and the interagency consultation process was implemented to ensure consistency between emissions and conformity analyses. Once the consultant team was on-board, and the scope of services established, the Broward County LRTP Project Manager was invited to participate in the selection committee, and data was exchanged between the counties to ensure that roadway and transit projects were in sync across the county line. Similarly, concepts, methods and results were exchanged, as the respective plans were developed.

Both the Broward County MPO and Palm Beach County MPO were consulted throughout the process through the Inter-MPO for Air Quality (IMAQ) Subcommittee Meetings. These regularly scheduled meetings allowed for consultation and coordination

between the MPOs within the Southeast Florida Airshed. A teleconference meeting of the Air Quality Interagency Consultation Partners was held on September 24, 2004. At this meeting Air Quality results for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, were discussed.

### ***Item 16***

The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

### ***Item 17***

The long-range plan describes the future transportation system specifically enough to allow a determination of conformity.

The 2030 LRTP Summary document report contains the plan's project priority listings (pages 22 through 37). The maps on Appendix B (pp. 19) and Appendix C (pp.20) of this report visually displays the projects' general geographic location and depicts highway and transit improvements included in the Year 2030 Cost Feasible Plan

### ***Item 18***

The public involvement process is fully documented in Section 3.0 of this document (pages 13 through 17), including a listing of all public involvement activities undertaken throughout the Plan development process.

### ***Item 19***

The MPO consulted with FDOT, FDEP, the local air quality program, transit providers, and local transportation agencies before adopting the transportation plan Conformity Determination Report.

A teleconference meeting of the Air Quality Interagency Consultation Partners was held on September 24, 2004. The MPO was not available to participate in the teleconference, however communication and coordination with air agencies occurred after the teleconference via e-mail. At this meeting Air Quality results for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, were discussed.

Membership of the Air Quality Interagency Consultation partners include EPA Region IV (Atlanta), FHWA Florida Division Office, FTA Region IV (Atlanta), FDEP Central and Regional Offices, FDOT Central Office, FDOT Districts 4, and 6, the MPOs in Broward, Palm Beach and Miami-Dade and their respective local air agencies and local transit providers .

### ***Item 20***

Up to September 30, 2004, no significant changes were made in the conformity analysis after the TPC review. Reviews by other committees are still ongoing. The CDR is slated for adoption by the MPO Governing Board at its November 18, 2004 meeting.

### **Item 21**

No significant concerns were received by the MPO from other outside parties, and no major concerns needed to be addressed verbally or in writing to any significant (non-editorial) concerns of any other state and local air quality agencies.

### **Item 22**

No regional model was used for emissions analysis. Each County within the Southeast Florida Airshed used their own urban model for emission analysis.

### **Item 23**

The MPO through the consultation process with Broward and Palm Beach Counties and FDOT Districts 4 and 6 and the South Florida Regional Transportation Authority is currently coordinating to identify a number of corridors of regional significance to be included as part of the Regional chapter of the 2030 plan.

### **Item 24**

No projects identified through the consultation process have undergone a significant change in design concept and scope from the Year 2025 LRTP, which is the previous conforming transportation plan and its subset, the FY 2002-2006 TIP.

### **Item 25**

No particular methodologies, such as off-model techniques to determine emission reduction benefits from Transportation Control Measures (TCM) or Transportation Systems Management (TSM), were used as part of this Plan Update. No emission benefits or emission reductions resulting from implementation of TCMs or TSMs in the plan are claimed. No particular exempt project was evaluated to determine if they should be treated as non-exempt because of potential adverse impacts on air quality.

### **Item 26**

All parties to the consultation process were notified by the MPO when revisions or amendments to the transportation plan added or deleted exempt projects, and the dates of such notification.

The proposed 2030 LRTP is expected to be approved by the MPO at its meeting of November 18<sup>th</sup>, 2004. The previous plan, the 2025 LRTP, was originally adopted at the December 6, 2001 the MPO Governing Board Meeting. The previous 2025 Plan was amended as follows:

- ✓ October 24, 2002 by MPO Resolution to advance the North Dade Transit Corridor to Priority I.
- ✓ February 6, 2003 by MPO Resolution to advance East-West Multimodal Corridor to Priority I from Priority IV Unfunded.



- ✓ March 13, 2003 by MPO Resolution for US-1/Dixie Highway Premium Transit Corridor for purposes of preparation of preliminary studies only. Project construction remains in Priority IV Unfunded.
- ✓ April 24, 2003 by MPO Resolution advancing to Priority I (from Priority IV) the widening (from 2 to 4 lanes) of SW 56 Street from SW 158 Avenue to SW 152 Avenue. In addition the amendment approved the future widening of SW 56 Street west of 164 Avenue to be funded by Developer.
- ✓ October 23, 2003 by MPO resolution, a series of amendments requested by Public Works Department were approved as follows: removal from plan of the project NW 170 St widening from 2 to 4 lanes (from NW 87 to NW 77 Av); adding traffic calming measures South Miami Avenue (from SW 25 Rd. to SW 15 Rd); lane reduction (from 5 to 2 lanes) for SW 62 Ave from SW 70 to SW 64 St; widening SW 160 Street from 2 to 4 lanes (from SW 147 to W 137 Ave); adding a new 4-lane bridge at NW 138 Street over Miami Canal.

No other amendments to the 2025 LRTP (the previous plan) were made. Amendments made to the previous 2025 LRTP were all advertised as public hearings before being adopted by the MPO Governing Board.

### ***Item 27***

The EPA-approved emissions model was used, coordinated with FSUTMS and EMIS. The use of MOBILE6 was coordinated with FDOT, FHWA, FDEP, and other regional and local parties.

Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the 2000 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 2000 HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000, adjusted to account for the peak ozone season (46,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

### ***Item 28***

The Year 2030 LRTP document presents that the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion were used in its development.

The Miami-Dade County Planning Department developed the socioeconomic data for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP. This data included population, employment, school enrollment, and other data for the base year 2000 and the horizon year 2030. This data serves as input into the travel demand model and is used to forecast future travel demand and future congestion.

The Florida Standard Urban Transportation Model Structure (FSUTMS), the travel demand model supported by the Florida Department of Transportation and used by MPOs and transportation agencies throughout the State of Florida, is the travel demand model used for the Miami-Dade Transportation Planning Model (MTPM). The model used for this 2030 plan update utilizes a “lifestyle” based trip production model and double-digit facility type and area type coding (first used for 2025 update). Data collected from the Southeast Florida Regional Travel Characteristics Study have been incorporated into the model to facilitate these enhancements. The model was validated to 2000 base conditions and used to predict future year travel and congestion.

### **Item 29**

There were no changes in the assumptions made about transit services and increases in transit fares, and road and bridge tolls.

### **Item 30**

All projects included in the Plan, listed in separate tables for each plan horizon year will be included in the final CDR report. Appendix B depicts highway and transit improvements included in Priority I of the Year 2030 Cost Feasible Plan, including projects funded in the 2005 TIP. Appendix C depicts highway and transit improvements included in Priorities II-IV of the Year 2030 Cost Feasible Plan.

### **Item 31**

Projected emissions were calculated using the travel demand model and Mobile6.

The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the 2000 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 2000 HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000, adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

Compliance with VMT FACTOR: The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the 2000 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 2000 HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS.

The reported HPMS VMT value for Miami-Dade County, for 2000 (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.9990794. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS

$$\text{VMT Factor} = \frac{\text{HPMS VMT:}}{\text{EMIS VMT:}} = \frac{45,216,790}{45,258,452} = 0.9990794$$

The Highway Performance Monitoring Systems (HPMS) VMT data is required to be used for estimating all emission values (40 CFR §51.452 (b) (2)).

### **Item 32**

Copies of the input files for the MOBILE model and the EMIS output files will be included in the final CDR report.

### **Item 33**

There are no projects exempt from the regional emissions analysis included as part of this Year 2030 LRTP Update.

### **Item 34**

There are no projects that have not completed a major step as defined in 40 CFR §51.394(c) highlighted in the project listings, or shown on a separate table.

§51.394 Applicability (B) During the transitional, control strategy, and maintenance periods, the applicable implementation plan (or implementation plan submission) established a budget for such emissions as part of reasonable further progress, attainment or maintenance strategy.

(c) Limitations: (1) Projects subject to this regulation for which NEPA process and a conformity determination have been completed by FHWA or FTA may proceed toward implementation without further conformity determinations if one of the following major steps has occurred within the past three years: NEPA process completion; start of final design; acquisition of a significant portion of the right-of-way; or approval of the plans, specifications and estimates. All phases of such projects which were considered in the conformity determination are also included, if those phases were for the purpose of funding, final design, right-of-way acquisition, construction, or any combination of these phases.

### **Item 35**

EPA-approved emissions estimating model MOBILE6 was used.

The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the 2000 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 2000 HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000, adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

### **Item 36**

The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice.

### 3.0 PUBLIC INVOLVEMENT

Public involvement is an important aspect of all transportation planning projects. Prior to the Long Range Transportation Plan (LRTP) approval, MPOs must provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties with an opportunity to comment on the LRTP, as required by federal requirements.

The Miami-Dade MPO was committed to assure that opportunities for public involvement were available throughout the duration of the project for other public agencies, stakeholders, property owners, business interests, community groups, environmental agencies and the general public. The Miami-Dade MPO offered open, frequent, and effective public participation activities throughout the project. The input obtained from the public was considered during the development of the 2030 Plan Update.

In December 2003, the *Long Range Transportation Plan Update (to the Year 2030) Public Involvement Plan & Program* was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The project PIP identifies the mechanisms that were available to interested individuals and groups to participate in the planning process of the 2030 Plan. The project PIP also identifies the methods of project coordination that were employed, business and community groups, public organizations, elected and appointed officials and agencies having jurisdictional responsibilities over planning and transportation issues. Public Involvement goals were developed to guide the consensus building process.

**Goal 1: Provide sufficient opportunities of various types for stakeholders to participate in the project and provide input.**

**Objectives:** Facilitate an active role for citizens in the planning process at key decision points throughout the study period. Minimize misinformation through accurate and two-way public communication and active listening.  
Strive for consensus on project decisions, products, and recommendations.

**Goal 2: Promote effective intergovernmental coordination.**

**Objectives:** Identify and provide information linkages to crucial community interests.  
Build credibility and support for the study process and foster an attitude of cooperation.

Inform project participants in order to provide a working knowledge of transportation, land use, and community development concepts.

**Goal 3: Present public information in a clear, concise, and understandable format.**

- Objectives:** Minimize the use of technical jargon in public informational materials and presentations.
- Encourage the use of effective graphics to illustrate project concepts.
- Provide opportunities for one-on-one discussions with knowledgeable project personnel to answer specific questions about the project and address community concerns.

The following direct communication techniques were employed to notify the public about the 2030 Plan, to inform the public about the current status of the project and future activities and to solicit public input during the study.

**Internet Addresses**

The MPO maintained and published an internet address at <[www.miamidade.gov/mpo](http://www.miamidade.gov/mpo)> used by the public to transmit questions and comments concerning the Plan Update to the project team. All comments were documented.

**Countywide Mailing List**

The MPO maintained a permanent mailing list of all elected officials, MPO committee members, federal, state, and local agencies, community groups, and individuals interested in long-range transportation planning issues in Miami-Dade County. This mailing list was used as a basis for the dissemination of projects brochures, special notifications, and other messages that are appropriate for this group.

**Citizens Transportation Advisory Committee (CTAC) Meetings**

MPO staff presented information about the July 2004 LRTP Public Workshops to the CTAC at the May 26, 2004 meeting.

**Transportation Planning Council (TPC) Meetings**

Three presentations were made to the TPC during key points in the study process and included the following:

- April 2004 – Travel Demand Model
- September 2004 – Cost Feasible Plan information item
- October 2004 – Cost Feasible Plan approval

All comments provided by the TPC concerning the 2030 Plan Update were documented.

**Newspaper Advertisements**

Under Florida law, all public meetings and workshops must be advertised in a newspaper of general circulation so that the public has an opportunity to attend such meetings.

These advertisements were used to announce the date, time, and location of area-specific public meetings. Special efforts were made to make the announcement in local publications such as the *Miami Herald*, *El Nuevo Herald* and *En Marche*, with high levels of readership in the respective study area.

### **News Releases to Local Media**

A press release was prepared and sent to the local media requesting citizen participation in the future of Miami-Dade County's transportation system by attending the Long Range Transportation Plan Workshops held in July 2004. The date, time and location of the workshops were provided.

### **Radio and Television Shows**

Community involvement in the LRTP process was discussed during radio and TV shows. The MPO produced a radio show with the Haitian AM station, WRHB Radio Carnivale on February 7<sup>th</sup>, 2004. This broadcast was taped live and was translated from English to Creole. The show began with a brief introduction on the role of the MPO and discussed how the Haitian community can become involved in the LRTP process.

The MPO taped a television program that aired on the Haitian Television Network (HTN) on February 8<sup>th</sup>, 2004. The program was taped in English and translated to Creole to provide transportation information to the Haitian community. The broadcast featured an introduction on the MPO and how the community could become involved in the LRTP process. In addition, Phillip Brutus interviewed MPO project managers on transportation issues affecting the Haitian community.

### **Multi-lingual written materials, project brochures, and graphic displays**

Written materials and graphic displays with easy-to-understand text, maps, photographs, and other media were used to convey technical information in clear terms to the general public concerning the project. Large-size, colorful graphics, and maps were used during public meetings to facilitate the public's understanding of the 2030 Plan its issues.

Brochures were developed at key points in the project including at the project start, prior to the public workshops and after the adoption. The first brochure explained the purpose and importance of the Long Range Transportation Plan Update, and how to get involved. This brochure was produced in English, Spanish and Creole.

The second brochure explained the future socio-economic (population and employment) conditions that are expected in the Year 2030, Miami-Dade County's associated travel needs within the 21-year horizon, and the potential opportunities to improve the County's highway and public transportation system to meet those needs. This was a countywide brochure produced in English, Spanish, and Creole.

Individual planning area brochures were produced for the six planning areas including: North, Northwest, Beach/CBD, Central, West and South in conjunction with the

countywide brochure for the public workshops. These brochures were produced in English and Spanish.

The third brochure will summarize the findings of the study process and will identify the final recommendations for the 2030 Plan. This brochure will be used after the 2030 Plan is adopted to document the final plan development process. This brochure will be produced in English and Spanish and may be used as an insert for the *Miami Herald* and *El Nuevo Herald* newspapers.

### **Environmental Justice**

The Transportation Equity Act for the Twenty-first Century (TEA-21) defines the traditionally underserved as "...including, but not limited to, low-income and minority households." Special outreach efforts were made to the traditionally underserved population groups by holding community workshops throughout Miami-Dade in locations convenient to these individuals. These special efforts were attempted to encourage participation and input including minorities, senior citizens, low income, non-English speaking, and illiterate.

### **Community Workshops**

A series of community workshops were held in the summer of 2004 at the time when the Plan's goals, objectives, and policies, and the technical information concerning the future travel needs were available for discussion by the public. Project staff from the consultant team and the MPO staff were available to explain the 2030 Plan, its issues and implications as well as answer questions from attendees. Homeowner Associations were contacted to attend the workshops. All public comments were documented. The workshops were held as follows:

- July 20, 2004 -North Dade Regional Library
- July 20, 2004 -Miami Lakes Library
- July 21, 2004 -Miami Beach City Hall
- July 21, 2004 -West Kendall Regional Library
- July 22, 2004 -South Miami City Hall
- July 22, 2004 -Homestead City Hall
- July 26, 2004 -Joseph Caleb Center

### **MPO Public Hearing**

Near the end of the 2030 Plan development process, a public hearing will be held at a regularly scheduled MPO Governing Board meeting to meet the federal and state transportation planning requirements. This public hearing will be advertised and the 2030 Plan documents will be available for inspection by the public. It is envisioned that the public hearing for the 2030 Plan Update adoption will be held in the November, 2004.

### **Additional Activities**

The MPO has researched and developed several additional activities to increase public participation in the Plan Update. These innovative activities include presenting the



information to locations where people gather and distributing information through new channels. These proposed additional activities included the following:

- **Cultural Events** - The MPO coordinated bi-monthly public outreach events with some taking place at local cultural events. During these events, the MPO provided information on the development of the 2030 Plan to the public.
- **2030 LRTP Update Website** - The MPO dedicated a section of their website <[www.miamidade.gov/mpo](http://www.miamidade.gov/mpo)> exclusively for the 2030 Plan that provided both written and visual information. The 2030 Plan section contained up-to-date progress of the project including meeting agendas, meeting summaries, and maps. The public was able to provide comments on the 2030 Plan to the MPO through this portal.
- **Miami-Dade County Library** - The countywide brochure was distributed throughout the Miami- Dade County Library system.
- **Interactive Town Hall Meeting** - The CTAC hosted a Town Hall Meeting in the County Commission Chambers that allowed the general public to comment via e-mail, fax, telephone, or in person in March 2004. Project staff was available to answer questions. This meeting was held in conjunction with the public comment period on the draft Transportation Improvement Program (TIP).
- **MPO Newsletters** - The countywide brochure was turned into a newsletter and mailed to over 2000 entities. In addition, the Spring 2005 Newsletter will focus exclusively on the outcome of activities associated with the LRTP cycle.
- **Accommodations for the Disabled** - The MPO encouraged participation in the 2030 Plan by disabled individuals by providing special accommodations. All public workshops and the public hearings were held in buildings that are physically accessible to the disabled. All meeting announcements included information directing any disabled individuals that need special accommodation to participate in the public meetings to call the MPO Office for assistance.

# Appendix A



**Miami-Dade  
Transportation Plan  
To The Year 2030**  
GET INVOLVED. Summer 2004




**Planning Our Transportation Future**

**NORTHWEST  
TRANSPORTATION  
PLANNING AREA**

**Updating the Plan as**

**Miami-Dade County Grows**

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to exceed 1.5 million by 2030. The resulting transportation demand is expected to be numerous. Travel demand is expected to increase significantly over the next 26 years. The travel demand associated with this growth, as measured in vehicle miles traveled, is projected to grow 45% in the Transportation Planning Area and 43% in the County. The Transportation Plan formulated to help accommodate the additional travel demand and to help alleviate future deficient roadway network facilities.



**BOUNDARIES  
AND CORRIDORS**

The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52nd Avenue and north of SW 8th Street/Tamiami Trail and Dolphin Expressway/SR 836. This area includes the cities of Doral, Hialeah, Hialeah Gardens, Sweetwater, and Miami Lakes, the Town of Medley, the Lake District, and the Doral and Airport West commercial and industrial areas. The Northwest Area is traversed by several important transportation corridors including the SR-826/Palmetto



For more information, questions, or comments, contact the Miami-Dade Transportation Plan to the Year 2030. Phone: (305) 375-4507



**Plan de Transporte  
para Miami-Dade  
hasta el año 2030**

¡PARTICIPE!



Verano del 2004

**Estamos planificando el futuro del transporte**

**ACTUALIZACIÓN DEL PLAN**

Se está preparando el **Plan de Transporte para Miami-Dade hasta el año 2030**, que impondrá directrices para los gastos que se efectúen en el área de transporte en Miami-Dade hasta el año 2030. Este plan maestro comprenderá obras que mejorarán las autopistas, el transporte público, así como la infraestructura para ciclistas y peatones.

El proceso para elaborar el plan lleva meses de trabajo técnico y de actividades de participación ciudadana. Para llevar a cabo el plan, se está utilizando un modelo detallado para pronosticar la demanda de viajes, así como otros recursos de análisis. El Concejo de Planificación del Transporte, conformado por representantes estatales, representantes de agencias tanto regionales como locales y ciudadanos, evalúa los resultados del proceso de análisis antes mencionado.

**El modelo para pronosticar la demanda de viajes considera:**

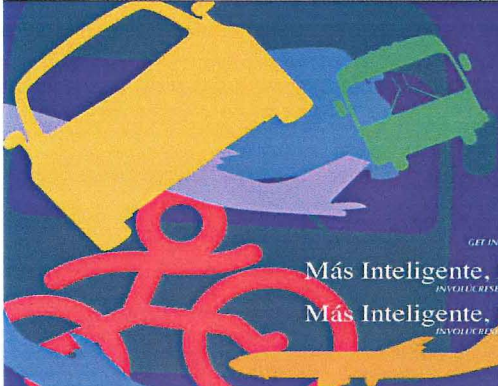
- El sistema actual de vías públicas y equipos de transporte público;
- La población y los empleos actuales;
- El tránsito y los usuarios del transporte público actuales;
- El uso de los terrenos, la población y los empleos futuros; y
- El tránsito y los usuarios del transporte público en el futuro.

Para llegar a una recomendación, el Concejo de Planificación del Transporte considera:



Para satisfacer las necesidades de transporte en la zona, independientemente del costo de los proyectos, se está preparando una lista de proyectos, o "plan de necesidades", con el objeto de identificar todas las obras en el área de transporte que deberán realizarse hasta el año 2030. El plan de necesidades, que incluirá proyectos para todos los medios de transporte, se confeccionará teniendo en cuenta la opinión de los ciudadanos, los gobiernos locales, las agencias de transporte y el Departamento de Transporte de la Florida. También, se está llevando a cabo un análisis de recursos financieros para proyectar la financiación disponible para el diseño y la construcción de los proyectos.

Se preparará un plan de costos viables, el que se utilizará para seleccionar los proyectos de obras de capital más importantes que el Condado podrá costear. El plan de necesidades representará los proyectos prioritarios de las necesidades que estén dentro de la capacidad del Condado de Miami-Dade. En los próximos meses se confeccionará un borrador de ese plan.



**Smarter. Faster. Easier.**  
GET INVOLVED. MIAMI-DADE LONG RANGE TRANSPORTATION PLAN

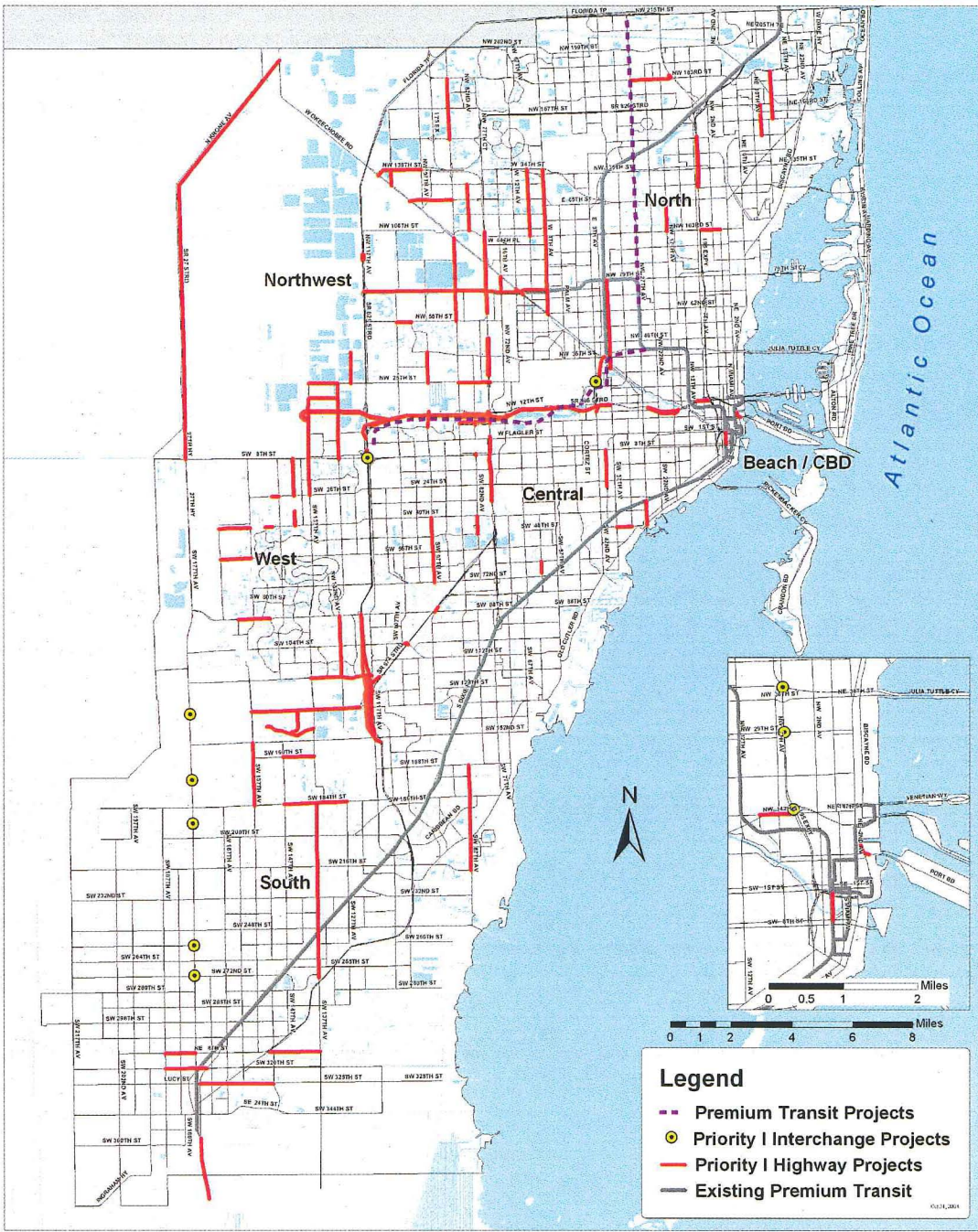
**Más Inteligente, Más Rápido, Más Fácil.**  
INVOLVETE. PLAN DE TRANSPORTE DE LARGO RANGO DE MIAMI-DADE

**Más Inteligente, Más Rápido, Más Fácil.**  
INVOLVETE. PLAN DE TRANSPORTE DE LARGO RANGO DE MIAMI-DADE



# Appendix B

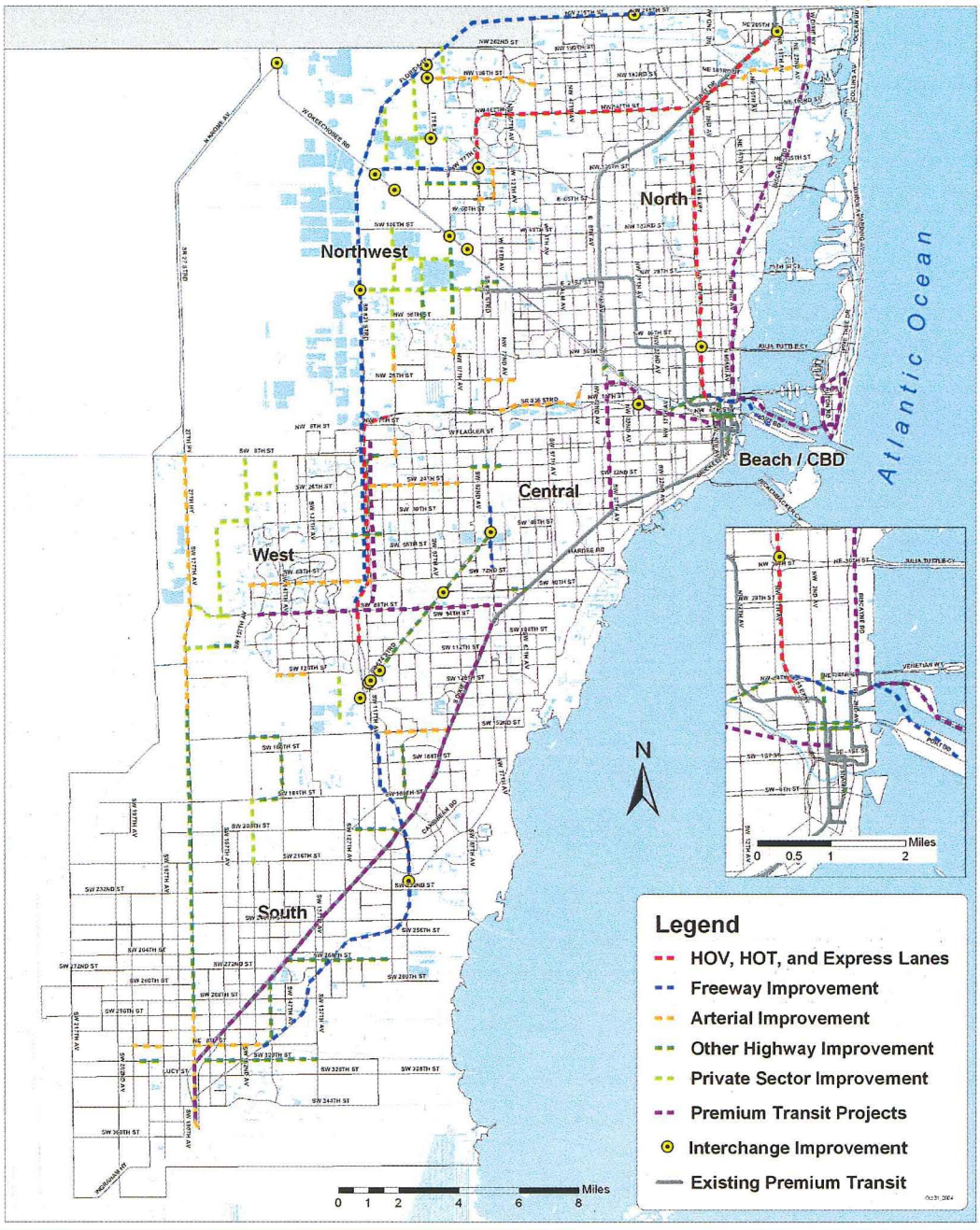
## Year 2030 Cost Feasible Plan Priority I Projects





# Appendix C

## Year 2030 Cost Feasible Plan Priority II, III, and IV Projects



## **Appendix D**

### **Additional Transportation Alternatives and Efforts**

Vanpool Programs  
Ridesharing / Carpool Programs  
Subscription Services  
Reversible Lanes  
Parking Management  
Congestion Pricing  
Signalization Optimization  
Work Hour Management  
Shuttle Services  
Intersection Improvements  
Transportation Management Organizations /  
Transportation Management Initiatives  
High Occupancy Vehicle / High Occupancy Toll